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SPECIFICATIONS

FOR THE SALE

OF THE

FRANCHISES AND RIGHTS OF WAY

IN THE

NEW ORLEANS CITY RAILROAD COMPANY.

NEW ORLEANS

PRINTED BY THE NEW ORLEANS HERALD, 100 CHATEAU ST.



New Orleans, La. pt of Commerce

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SPECIFICATIONS

FOR THE SALE

OF THE

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OF THE

NEW ORLEANS CITY RAILROAD COMPANY.

1879

NEW ORLEANS:
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DEPARTMENT OF COMMERCE,

CITY HALL,

NEW ORLEANS, JUNE 1st, 1879.

MAYORALTY OF NEW ORLEANS, }
City Hall, March 26, 1879. }

No. 4968—Administration Series.

Whereas, the franchises granted by the city of New Orleans to the New Orleans City Railroad Company for running certain lines of railroad will expire in 1880; and

Whereas, it is necessary to give ample time to all parties who may desire to make bids or proposals for said franchises at the expiration of the time for which said franchises were granted by the city; therefore be it

Resolved, That the Administrator of Commerce be and is hereby authorized to advertise until the first day of July, 1879, in the official journal of the city, and also in one journal in the cities of New York, Philadelphia, Boston, Chicago and St. Louis, for sealed proposals for the franchises of the following mentioned roads for a period of twenty-five years (25) from the respective dates of the expiration of said franchises granted by the city of New Orleans to the New Orleans City Railroad Company, to wit:

1. The Magazine, Camp, Prytania, Rampart and Dauphine lines, which expire on the third day of February, 1880.
2. The Canal street and Metairie Road lines, which expire on the second day of July, 1880.
3. The Esplanade street line which expires on the second day of July, 1880.

That the terms of said sale shall be set forth in specifications to be drawn up by the Administrator of Commerce, with the approval of the Council, and to be put on file in the office of the Administrator of Commerce as soon as practicable.

J. T. H.

Adopted by the Council of the city of New Orleans March 25, 1879.

Yeas—Behan, Chevalley, Glynn, Houston, Isaacson, Marks.

(Signed.)

I. W. PATTON, Mayor.

A true copy.

(Signed.) ROBT. C. WOOD, Secretary.

MAYORALTY OF NEW ORLEANS, }
City Hall, April 23, 1879. }

No. 5020—Administration Series.

Resolved, That ordinance No. 4968, Administration Series, be amended to read as follows:

That the Administrator of Commerce be and is hereby authorized to advertise until the first day of September, 1879, in the official journal of the city, and also in one journal in the cities of New York, Philadelphia, Boston, Chicago and St. Louis, for sealed proposals for the sale of the franchises of the railroad lines named therein, from the respective dates of the expiration of said franchises granted by the city of New Orleans up to the first day of January, 1906.

Adopted by the Council of the city of New Orleans, April 22, 1879.

Yeas—Chevalley, Glynn, Isaacson, Marks, Mealley.

(Signed.)

I. W. PATTON, Mayor.

A true copy.

(Signed.) ROBT. C. WOOD, Secretary.

Sale of the Franchises of the New Orleans City Railroad Company.

DEPARTMENT OF COMMERCE, ROOM NO. 13 CITY HALL, }
New Orleans, May 19, 1879. }

Sealed proposals will be received at the office of the Administrator of Commerce, Room No. 13 City Hall, New Orleans, until 12. m. on the first day of September, 1879, for the right of way on the following railroads, to wit :

SECTION 1. Camp and Prytania and Camp and Magazine streets lines, which expire on the third day of February, 1880.

SECTION 2. Rampart and Dauphine, Canal Street and Metairie Ridge to Bayou St. John, and Esplanade and Bayou Bridge lines, which expire on the second day of July, 1880.

The right of way to the purchasers of said franchises shall expire on the first day of January, 1906, and at the expiration of said time, the said railroad cars, fixtures and their appurtenances shall revert to the city, on a valuation to be ascertained by two disinterested persons—one to be appointed by the purchaser or purchasers, and the other by the city; and in the event of a disagreement as to said valuation between said persons thus appointed a third party or umpire shall be appointed by one of the district courts, on the joint application of the parties, the decision thereby had to be final.

That the city shall bind herself to transfer to the purchasers of each line of road, as per sections 1 and 2, the right of reversion which the city now has to purchase all the property of each line at an appraised value.

That said franchises shall be sold for cash, the entire price to be paid by the purchaser or purchasers of the franchise or franchises at the time of the delivery of the said franchise or franchises. The delivery is made by the signing and delivery of the act of transfer, and by placing the purchaser in actual possession.

That the purchasers of said franchises shall keep in repair the streets and bridges through which the lines of road pass, from curb to curb, under the directions of the Administrator of Improvements and the City Surveyor.

That the fares to be charged by said purchasers on their roads shall never exceed the amounts now charged, except as provided in the specifications herein referred to.

Each bid shall be accompanied by a deposit or certified check of \$50,000, as an evidence of their intention to abide by the adjudication, which amount shall be forfeited in case of failure to sign the contract; and the same shall be held as a special deposit until the final delivery of said road and appurtenances.

Bidders to whom the contract is not awarded shall have their deposits returned to them on the day adjudication is made. Bidders

can bid for either franchise, say for sections 1 and 2, or both, at their option.

Pamphlets containing specifications of contract can be obtained on application to the Administrator of Commerce.

Proposals must be indorsed, "Bids for the franchises of the New Orleans City Railroad."

The city reserves the right to reject any and all bids, and the sale and adjudication shall not be considered as perfected and binding upon the city of New Orleans until the purchaser or purchasers shall have delivered, paid and deposited the full amount of the price of the bid with whomsoever may be designated by the Mayor to receive the same, for and on behalf of the city; and until such deposit and payment of the price shall have been made and accepted by the Council, the adjudication shall not bind the city, nor operate as an engagement or contract.

J. HENRY BEHAN,
Administrator of Commerce.

Specifications concerning the sale of the right of way and franchises for a term of years expiring on the first day of January, 1906, as per Ordinances Nos. 4968 and 5020, Administration Series, hereunto annexed, of the following street railroads of the New Orleans City Railroad Company, to wit—

Camp and Prytania, Camp and Magazine, Rampart and Dauphine, Canal street and Metairie Road to Bayou St. John and Esplanade and Bayou Bridge lines.

SECTION FIRST.

Camp and Prytania Streets Line.

Camp and Magazine Streets Line.

SECTION SECOND.

Rampart and Dauphine.

Canal Street and Metairie Road to Bayou St. John.

Esplanade and Bayou Bridge.

The Camp and Prytania, Camp and Magazine, and Rampart and Dauphine Streets lines expire on the third day of February, 1880. (See ordinance No. 4945 attached.)

The Canal Street and Metairie Road and the Esplanade and Bayou Bridge lines expire on the second day of July, 1880. (See ordinance No. 5244 attached.)

The above mentioned roads run on the following streets:

FIRST SECTION.

Comprises the following roads, passing through the streets herein-after named, with tracks, turnouts and turn-tables, viz:

The Camp and Prytania and Camp and Magazine Lines.—Three tracks on Canal street, from St. Charles to Camp street; single track on Canal street, from Magazine to Camp street; single track on Magazine, from Canal street to St. Andrew street; double track on Magazine, from St. Andrew to Toledano street; double track on Prytania, from Poeyfarre to Toledano street; single track on Camp street, from Poeyfarre to Canal street; single track on Poeyfarre, from Magazine to Camp street; single track on Toledano street, from Camp to Prytania street.

SECOND SECTION

Comprises the following roads, passing through the streets herein-after named, with the tracks, turnouts, and turn-tables:

Rampart and Dauphine Streets Line.—Double track on Rampart street, from Canal street to Esplanade street; a single track on Dauphine street, from Esplanade to Poland street; a single track on Rampart street, from Esplanade to Poland street; a double track on Poland street, from Dauphine street to Rampart street; a double track on Dauphine street, from Poland street to Caffin's lane; a single track on Dauphine street, from Caffin's lane to Delery street, with the right of a double track.

Canal Street and Metairie Road to Bayou St. John.—A double track on Canal street, from Carondelet street to Metairie road, along Metairie road to New canal; four tracks on Canal street, from St. Charles to Carondelet street; double track on Metairie ridge, from New canal to Carondelet canal or Bayou St. John.

Esplanade and Bayou Bridge Line.—Double track on Esplanade street, from Rampart street to Bayou St. John; double track on Esplanade street, from Levee to Rampart street. (See ordinance No. 2518 attached.)

All these rights revert to the city at the expiration of the twenty

years, to wit: the third day of February and the second day of July, 1880.

Ordinance No. 4945—Old Series.

Resolved, That the adjudication made by the Controller on the twentieth of January, 1860, of the right of way to establish railroads in the city of New Orleans under and by virtue of resolutions Nos. 4364, 4474, 4735 and 4766 to J. B. Slawson—securities, Henry Hart, F. Wintz and P. Irwin—for and in consideration of \$130,000 bonus offered by him, be and the same is hereby approved, the securities accepted, and the Mayor authorized to sign the necessary act or acts with said parties.

(Signed)

JOHN T. MONROE,
President Board of Assistant Aldermen.

(Signed)

J. O. NIXON,
President Board of Aldermen.

Approved February 3, 1860.

(Signed)

GERARD STITH,
Mayor.

Ordinance No. 5244—Old Series.

Resolved, That the following adjudications, made by the Controller on the second June, 1860, be and the same are hereby approved and the securities accepted, viz:

First—Under resolution No. 5122, the right of way for a railroad on Canal street, from Rampart street to the Metairie ridge, to J. B. Slawson & Co.—security, Henry Hart, P. Irwin and Frederick Wintz—for \$500 bonus.

Second—Under resolution No. 5119, the right of way for a railroad on Esplanade street, from Rampart street to Bayon St. John, to J. B. Slawson & Co.—security, Henry Hart, Patrick Irwin and Frederick Wintz—for \$500 bonus.

Resolved further, That the Mayor be and he is hereby authorized

to sign the necessary act or acts with said parties for the performance of the work.

(Signed)

LEA F. BLAKEWELL,
President Board of Assistant Aldermen.

(Signed)

J. O. NIXON,
President Board of Aldermen.

Approved June 23, 1860.

(Signed)

JOHN T. MONROE,
Mayor.

Ordinance No. 2518—Administration Series.

An ordinance granting to the City Railroad Company the right of way for a railroad on Esplanade street, to connect the Esplanade and Bayou line of the New Orleans City Railroad Company with the Levee line, and other purposes.

Be it ordained by the City Council, That for and in consideration of the sum of one thousand dollars in United States currency, to be immediately paid into the city treasury, there be and is hereby granted to the New Orleans City Railroad Company the right of way and privilege of constructing and laying a double track railroad on Esplanade street, to extend from the junction of Rampart to Peters or Levee street, for the purpose of connecting the Esplanade and Bayou line with the Levee line of said company, the tracks, cars, equipment, management and regulations to conform to and be identical with the roads to be connected. Said grant of right of way shall continue during the continuance of the charter of the said New Orleans City Railroad Company, and shall terminate therewith. The track shall be laid in accordance with specifications to be furnished by the City Surveyor.

Adopted by the Council of the city of New Orleans March 3, 1874.

Yeas—Brewster, Calhoun, Fitzenreiter, Lewis, Schneider, Sturcken, Turnbull.

(Signed)

LOUIS A. WILTZ, Mayor.

A true copy:

(Signed)

DANIEL SOULLY, Secretary.

The purchaser or purchasers shall be bound to keep the paved and unpaved streets through which said tracks pass, as well as all the bridges on said streets, in good repair and condition from curb to curb during the continuance of their privilege and right of way.

They shall, on proper notification from the Administrator of Improvements and the City Surveyor, raise, repair and repave any or all intersections of streets when required, upon lines and levels to be furnished by the City Surveyor.

They shall be required to widen and deepen any or all culverts and sluices to such dimensions as may be required and directed by the City Surveyor. They shall be required to keep all bridges in repair and make new ones when required by the Administrator of Improvements and the City Surveyor, on all the streets through which their lines pass.

The lines of said tracks within the rails shall be paved with round stone, except where square stone pavements exist or may hereafter be made, in which case the same material shall be used for paving within the rails. When the paving of the streets, where the same are paved, as well as the shelling of the streets where the same are shelled, shall be taken up for the purpose of repair, they shall be replaced in the same condition as formerly and the streets graded to a proper grade, to be furnished by the City Surveyor. Wherever the streets are not yet paved, the lines of the track within the rails shall be paved either with round stones or with four by five inch scantling in the best workmanlike manner, and the space between the lines of track and the gutters of the streets shall be planked with yellow pine planks, three inches thick, laid on stringers of four inches thick by eight inches wide, the timber used to be of the best quality and to the entire satisfaction of the Administrator of Improvements and City Surveyor. The rails shall be of the same pattern as those now in use. The crossties shall be of yellow pine, six by eight inches and eight feet long; the string pieces of yellow pine, five by eight inches; all of the best quality of lumber and to the entire satisfaction of the Administrator of Improvements and City Surveyor.

Should the purchaser or purchasers at any time refuse to comply with any or all the requirements of these specifications, or fail to comply with the notification of the Administrator of Improvements and

the Esplanade and Bayou Bridge, shall not exceed five cents per passenger, except as hereinafter provided.

the City Surveyor, or refuse or neglect to keep the streets and bridges in good order and condition, he or they or their authorized representative shall be subject to a fine of \$25 or thirty days' imprisonment for each and every offense at the discretion of the court, said fine to be recoverable before the Recorder of the municipal district in which the offense was committed.

The fare on the Camp and Magazine line, between Canal and Toledano streets, or for any lesser distance between those points, shall not exceed five cents per passenger, either way, except as hereinafter provided.

The fare on the Camp and Prytania line, between Canal and Toledano streets, shall not exceed five cents per passenger, either way, except as hereinafter provided.

The fare on the Rampart and Dauphine line, between Canal street and the United States Barracks, shall not exceed five cents per passenger, either way, except as hereinafter provided.

The fare on the Canal Street and Metairie Road line, from neutral ground on Canal street, between Carondelet and St. Charles, to Metairie ridge or cemeteries, shall not exceed five cents per passenger, either way, except as hereinafter provided.

They shall further be allowed to charge five cents from the New canal to Bayou St. John on the Ridge line.

The style of cars used to be the same as those now in use, unless some improved and advantageous pattern is introduced during the existence of this contract, when, upon application to and approval by the Council, the same may be changed.

The cars shall be drawn by horse or mule power, and if more than one horse or mule be used for each car, they shall be driven abreast.

Said cars shall be run as often during the day or night as the purchasers may deem proper, but not at greater intervals than every ten minutes from daylight until 10 o'clock p. m., and every fifteen minutes from 10 o'clock until 12:30 o'clock a. m., and every hour thereafter until daylight on the Camp and Magazine, the Camp and Prytania, the Rampart and Dauphine to Poland street, the Esplanade and Bayou Bridge and the Canal and Ridge line to Broad street station. For each and every fare, after 12:30 o'clock, they shall be allowed to charge twenty-five cents.

Said purchaser or purchasers shall annually pay into the city treas-

ury, upon the assessed value of said road and fixtures, the annual tax levied upon real estate; the value of said road and fixtures to be assessed by the usual mode of assessment.

The speed of said cars shall not exceed six miles per hour. All cars that may be run on said railroads between sunset and daybreak shall be provided with a good and ample headlight, placed in a conspicuous position in and on said cars, and for the violation of this or any other ordinance now existing or that may hereafter be enacted in accordance with the provisions of these specifications, on the part of any officer or employee of said roads, the purchaser or purchasers shall be liable to all fines and damages arising therefrom.

The city binds herself to transfer to the purchaser or purchasers of the franchises of the New Orleans City Railroad, as herein set forth, the right of reversion which the city now has to purchase all the property, cars, fixtures and other appurtenances of each line at an appraised value, in accordance with the following section of their present contract, to wit—

“The said railroads, cars, fixtures and other appurtenances shall ”
 “revert to the city at the expiration of said twenty years’ privilege ”
 “on a valuation to be ascertained by two disinterested persons, one ”
 “to be appointed by the purchaser or purchasers and the other by ”
 “the city; and in the event of a disagreement as to said valuation ”
 “between said persons, a third party or umpire shall be appointed ”
 “by one of the district courts, the decision thereby had to be final.”

The rights of way are for street railroads carrying passengers only.

It is understood that the purchaser or purchasers are allowed to make such turnouts and crossings as may be necessary, on the streets through which they have the right of way, on lines and levels to be furnished by the City Surveyor.

The city of New Orleans binds herself not to grant, during the period for which said franchises are sold, a right of way to any other railroad company, upon the streets through which said right of way is hereby sold, unless by mutual agreement between the city and the purchaser or purchasers of these franchises.

The purchaser or purchasers are not to change any of the tracks from the lines and levels now existing without the consent of the City Council.

The city reserves the right to limit the running of steam trains on

Canal street to any point where the Council may deem it expedient and necessary in the interests of the property holders or the community at large.

The city reserves the right to reject any and all bids, and the sale and adjudication shall not be considered as perfected and binding upon the city of New Orleans until the purchaser or purchasers shall have delivered, paid and deposited the full amount of the price of the bid with whosoever may be designated by the Mayor to receive the same, for and on behalf of the city ; and until such deposit and payment of the price shall have been made and accepted by the Council the adjudication shall not bind the city, nor operate as an engagement or contract.

J. HENRY BEHAN,
Administrator of Commerce.

Adopted by the council of the city of New Orleans, June 3, 1879.

Yeas—Behan, Chevalley, Glynn, Houston, Isaacson, Marks, Mcaley,

I. W. PATTON, Mayor.

A true copy :

ROBT. C. WOOD, Secretary.

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